

1992

# Indsutrial Revitalization Plan Liberty Taylor Corridor

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**INDUSTRIAL REVITALIZATION PLAN  
LIBERTY TAYLOR CORRIDOR  
SPRINGFIELD, MASSACHUSETTS**

**FALL 1992**



**Principal Investigators**  
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## Executive Summary

It is time to take action in the Liberty-Taylor Industrial Corridor. Research, conducted primarily through an analysis of previous studies and recent personal interviews, indicates the Corridor is in serious decline. The number of viable businesses is shrinking.

A number of concerns are evident:

- Little investment has taken place in the last five to seven years;
- The primary reasons for this are: crime, small parcel size and the local economic recession.
- A local sentiment exists that Springfield has paid no attention to the Liberty-Taylor Corridor or the surrounding neighborhood.

It is clear the reinvestment that began with the North Center Industrial Park project, which added three new businesses, has stalled. In order to retain these businesses and to attract new ones, a number of steps must be taken.

- Step 1: Stabilize the surrounding neighborhood. Problems, ranging from vandalism to drugs and prostitution, are plaguing the Liberty-Taylor area. This adversely affects both the residential and industrial environment.
- Step 2: Reparcelize small and underutilized parcels. Market trends indicate that parcels of two- to four-acres are necessary for industrial development.
- Step 3: Design for industry to blend with the urban fabric. Liberty-Taylor cannot become an industrial park. Rather, it must be sensitive to its surroundings. This can be accomplished with adequate streetscaping and street cleaning.

With reinvestment and the creation of suitable industrial space, Liberty-Taylor can be a viable, distinctive part of the central business district.

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## I. Introduction

### *Purpose of this Report*

The purpose of this report is to lay the foundation of a community renewal program for the Liberty-Taylor industrial corridor. A "Community Renewal Program" under Massachusetts General Laws 121B.1, stipulates the need for a comprehensive planning study in order to revitalize the area. This report is a step in that direction.

The objectives of this report are as follows:

- to describe current conditions the Liberty-Taylor Corridor;
- to analyze and update previous planning studies of the Corridor;
- to identify key roadblocks to investment in the Corridor;
- to present possible solutions in order to stimulate reinvestment.

With this information, the City of Springfield is positioned to take the action steps necessary to revitalize Liberty-Taylor.

### *General Description of the Corridor*

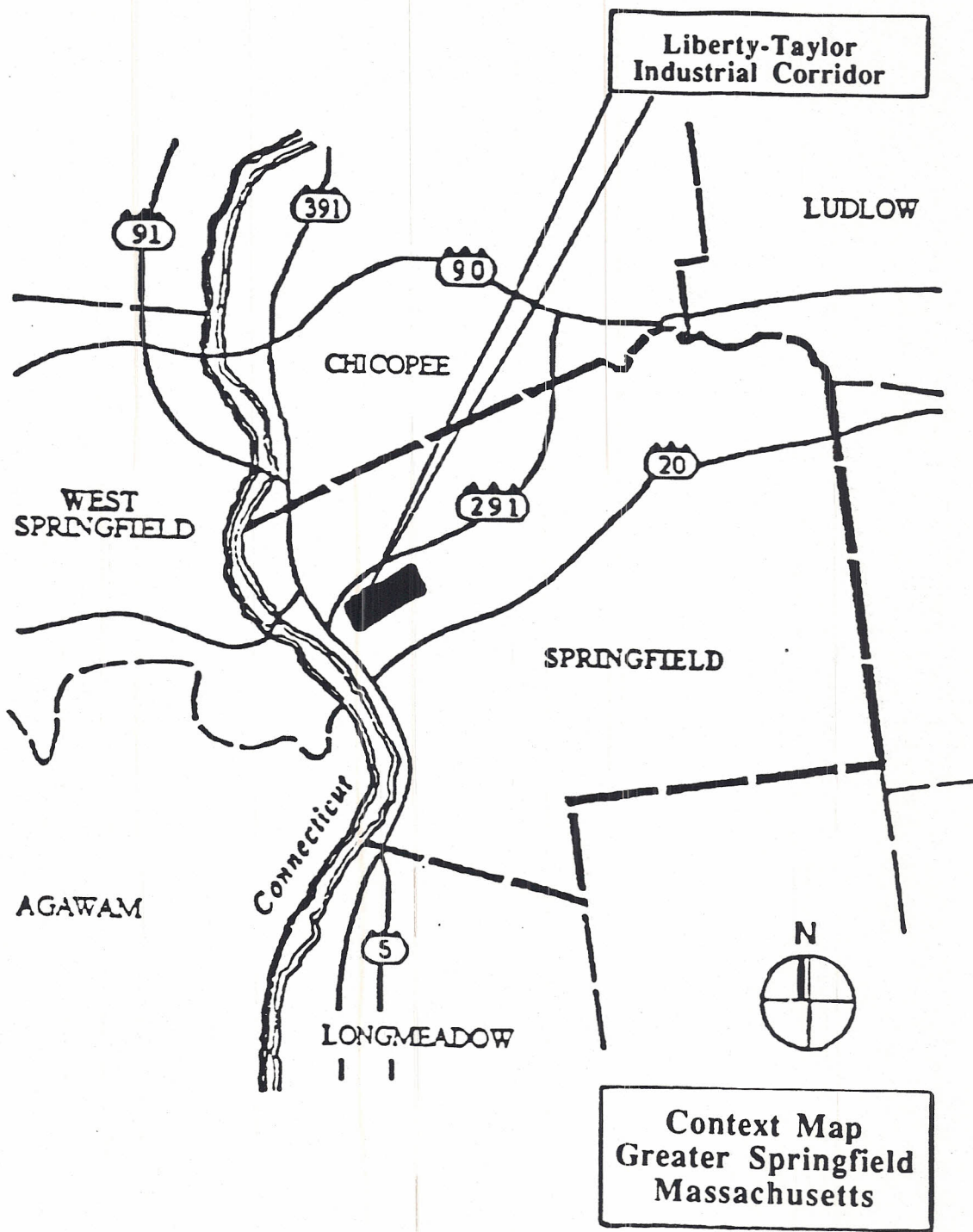
The area is defined by its borders: Liberty Street, Taylor Street, Chestnut Street and Armory Street (See Figure 1). The entire corridor is approximately 44 acres, northeast of the downtown business district. Rail lines divide the corridor in two, rectangular sections, one along Liberty Street, the other along Taylor. Many of the large parcels are more wide than deep. Others--most likely due to the long history of the area--are small and of uneven shapes.

This area has been used for industrial purposes for the better part of the last two centuries. Today, the area is zoned Industrial A primarily with small amounts of Commercial A and Business C land. With little reinvestment in recent years, however, the area is falling into disrepair.

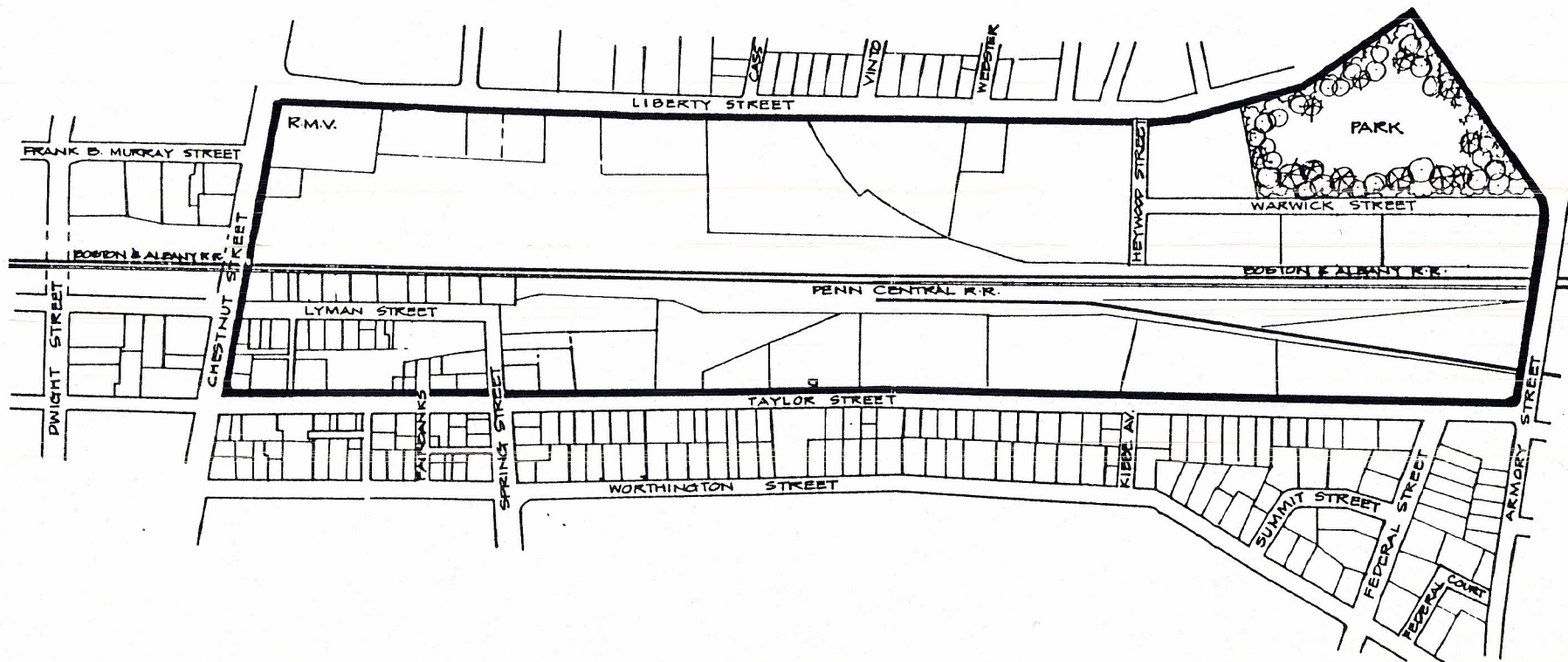
Although not necessarily reflective of current industrial park trends, such as large lots, wide streets and open space, this area has a number of benefits. Among them are:

- \*     Location                             In an urban marketplace.
- \*     Access                             In close proximity to Interstates 291; 91 and 90. Rail cargo service. Less than 30 minutes from Westover and Bradley Airports.
- \*     Utilities                           High quality and quantity of inexpensive water and sewage treatment service.

There are also a number of drawbacks to industrial development. As part of a mixed-use section of Springfield, the surrounding neighborhood presents a further set of challenges. The general feeling is the area is declining rapidly. Prostitution, drugs and vandalism are serious roadblocks to redevelopment. A deteriorating housing stock is further evidence of a destabilized neighborhood.







## LIBERTY-TAYLOR INDUSTRIAL REVITALIZATION

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**EXISTING CONDITIONS**



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## *Inventory of Current Parcels and Uses*

Phase I of the Worthington Liberty Land Use Study, Liberty-Taylor Industrial Corridor, was completed in April of 1990 by the Springfield Planning Department. That study includes a detailed look at most of the parcels examined here. A recent site study by the Center for Economic Development indicates that little has changed in the past two years. Some of the smaller businesses have relocated or gone out of business. Otherwise, the 1990 report remains a viable document.

A summary of the 1990 findings is provided below. Statistics include smaller industrial parcels located adjacent to the principal study area.

<i>Principal Uses:</i>	<i>Acreage (%)</i>
Warehousing	17.7%
Manufacturing	10.8%
Vehicle Storage	16.7%
Other	9.7%

### *Vacant Land*

In 1990, eleven parcels (15.1% of acreage) were classified as vacant.

### *Building Age*

<i>Age</i>	<i># of Parcels:</i>
Less than 25 years	3
25-49 years	7
50-74 years	7
75+ years	16

## *Current Zoning Considerations*

The City of Springfield uses a traditional "pyramid" approach to zoning. In other words, each district working down on the zoning pyramid allows a certain set of uses as well as those from the districts above. Generally, industrial districts, at the bottom of the pyramid, allow the greatest number of uses. Springfield is no







exception to this rule. The Industrial A district that dominates the Liberty-Taylor area allows uses from Residential A-1, Commercial A, Business A and Business B districts (See Figure 2). Along with the uses specific to Industrial A, any of the following uses are permitted in the study area outright:

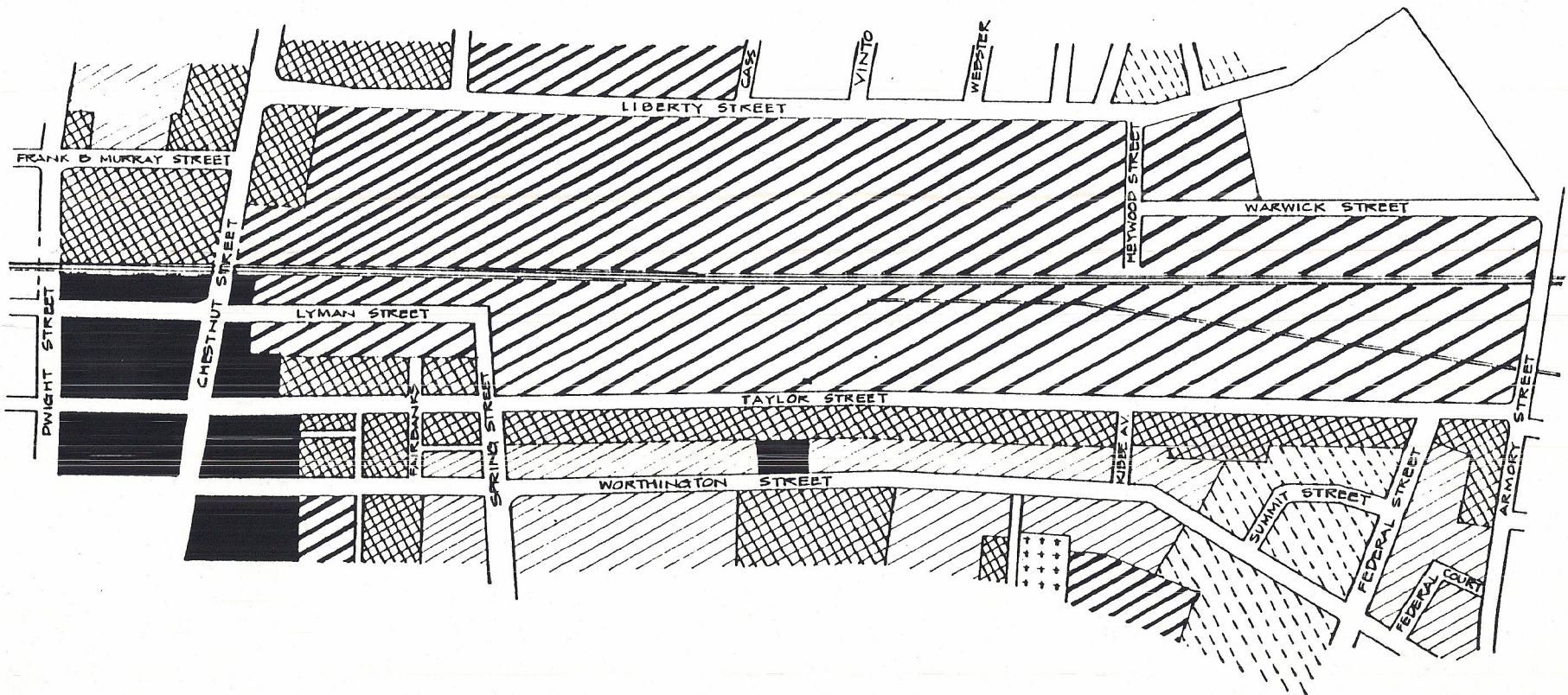
Municipal Recreation Buildings  
Parks  
Colleges  
Churches, Places of Worship  
Agriculture  
Telephone Exchange Buildings  
Temporary Places of Amusement  
Office Buildings  
Telephone Central Office  
Hospitals  
Banks, Financial Institutions  
Hotels, Motels  
Restaurants  
Business, Dance Schools  
Wholesale Business Establishment  
Commercial Greenhouse

Playgrounds  
Schools  
Libraries  
Day Care Centers  
Municipal Buildings  
Retail Stores  
Personal Shops  
Laundry, Dry Cleaning  
Parking Lots  
Sanitariums  
Department Stores  
Clubs, Lodges, Taverns  
Indoor Storage  
Contractors Shop  
Newspaper Publishing  
Dairy, Bakery

This presents a problem for industrial development. Many of these uses may be incompatible with common goals in promoting industrial development, an increased tax base and the creation of jobs. A parking lot, for example, may create few long-term jobs. A parking lot in an Industrial A district, moreover, eliminates land from use for industry. As cities and towns work on economic development strategies, the availability of suitable lands is a critical ingredient. Incompatible uses take away land zoned for industry. It is therefore necessary to insure the suitability of industrial land by limiting uses.



- |   |               |   |            |
|---|---------------|---|------------|
|  | INDUSTRIAL A  |  | BUSINESS A |
|  | COMMERCIAL B  |  | BUSINESS B |
|  | RESIDENTIAL C |  | BUSINESS C |



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**CURRENT ZONING**



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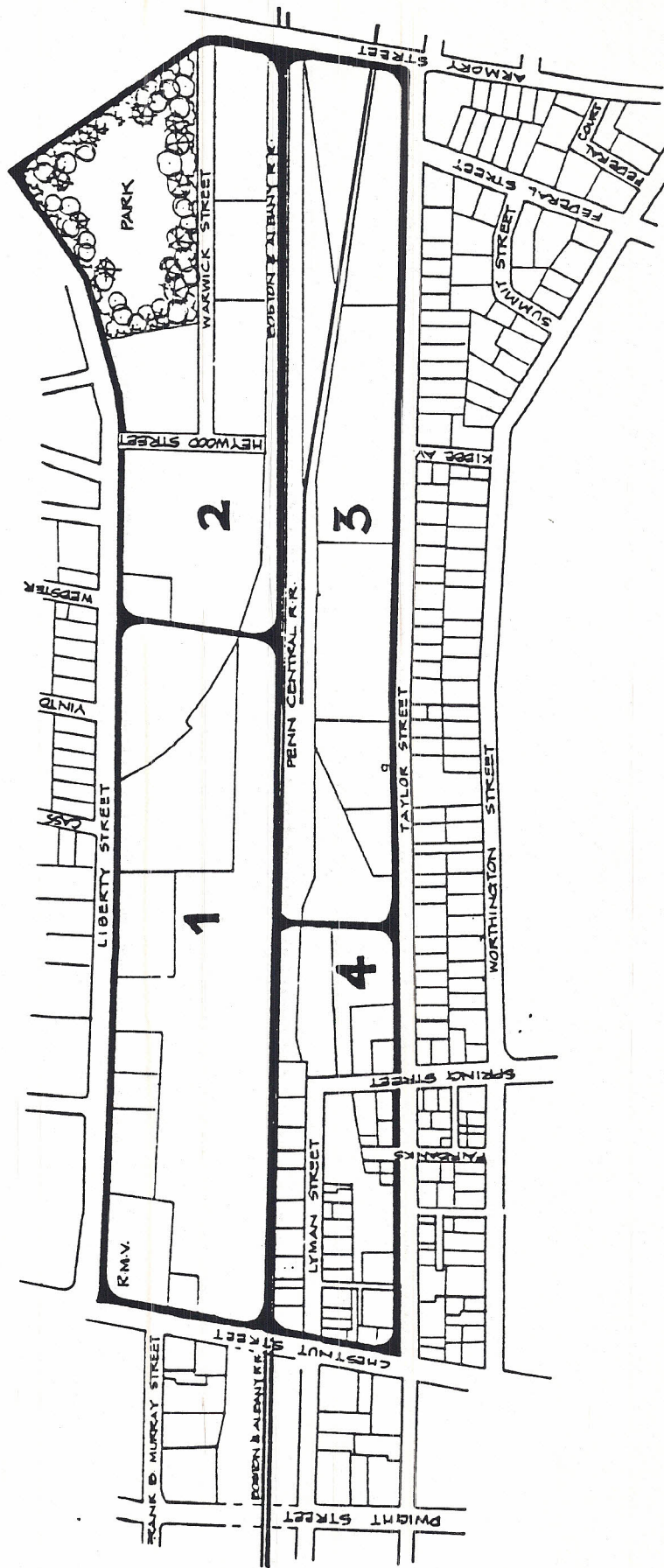
## *Organization of the Report*

Analysis of specific parcels in the corridor is organized by area. (See Figure 3). Each section contains an overview of the area and presents options for revitalization.

The four areas are as follows:

- |               |   |
|---------------|---|
| <u>Area 1</u> | Along Liberty Street from the corner of Chestnut to the Construction Services parcel (327 Liberty).   |
| <u>Area 2</u> | The Atlantic States properties (357-365, 385-401 Liberty), Gurdon Park and the Warwick-Heywood block. |
| <u>Area 3</u> | The corner of Armory down to the end of the Springfield Public Works properties.                      |
| <u>Area 4</u> | The Lyman, Chestnut, Taylor block.  |





# LIBERTY-TAYLOR INDUSTRIAL REVITALIZATION

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## STUDY AREAS



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## II. Target Areas for Revitalization

There are some common threads which characterize the current situation throughout the Corridor. These include small parcel size and a lack of investment. Three new industrial buildings were constructed during the 1980s. This was done through the North Center Industrial Park project by the Springfield Economic Development Corporation. Since then, no new buildings have been constructed and few have been rehabilitated.

This plan stresses the need to adapt to the marketplace by creating parcels suitable for new industrial development. Recommendations that are applicable to each area are presented below. The balance of the section details the areas individually.

### *Reparcelization*

Recommendations for each of the four areas calls for some reparcelization of land. Two- to four-acre parcels reflect the current trend in industrial development.

### *Flexibility*

With many of the proposals, the land can be subdivided to meet the needs of future industrial plants. For that reason, clusters of new parcels are presented. These parcels may then be combined or subdivided as needed.

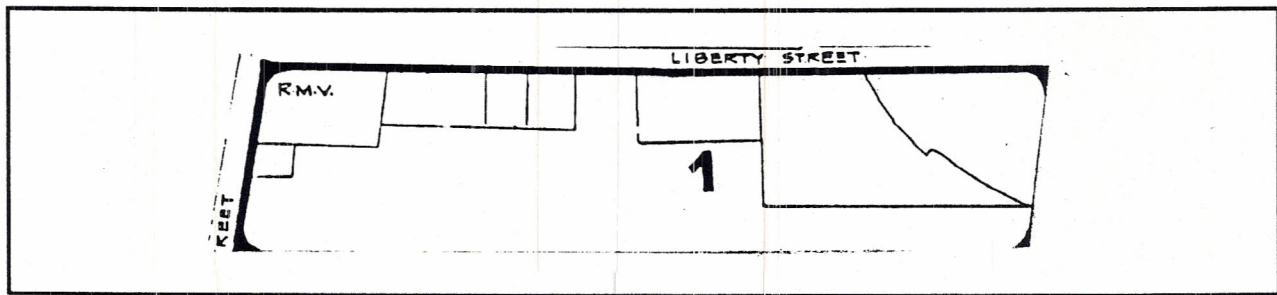
### *Streetscaping*

Simple property and street maintenance is required in order to upgrade the appearance of the Corridor. Short grass, clean sidewalks and adequate lighting are to be the standard.

In the following area descriptions, these recommendations are further defined and applied to specific lands.



## Area 1



Area 1 is one of the more visible sections of the corridor. It is bypassed in order to reach the 291 interchange and is home to the Registry of Motor Vehicles. Several issues should be considered in order for this section to see long-term revitalization:

- Redevelopment of Union Station;
- Reparcelization of some properties;
- Reinvestment in abutting residential areas;
- Simple streetscaping on both sides of Liberty and especially at the corner of Liberty and Chestnut.

The area is at a crossroad between the downtown office uses and a mixture of commercial, office, residential and industrial uses. It borders major transportation points: Union Station and Interstate 291. The specific lands within the area are well-suited to be the industrial anchor of the crossroads.

### *Redevelopment of Union Station*

The Union Station project is on hold at the present time. If redevelopment were to occur, it would be of significant benefit to this area. At the present time, the Chestnut-Liberty intersection is an arterial pass-by to access the highways. The intersection provides an opportunity to connect the downtown area with the industrial corridor. Traffic destinations in Area 1 are limited to the Registry of Motor Vehicles and the Red Cross building.

## *Reparcelization of Smaller Properties*

For Area 1, three new, consolidated industrial parcels are proposed. The proposals are illustrated in Figure 4. A breakdown of the revitalization details is shown in Figure 5

### *Parcels A & B*

The first parcel rounds the corner of Chestnut and Taylor and is the anchor for this area. Redevelopment of this corner is necessary in order to welcome traffic back into the area and to serve as a link between downtown, the train station and the industrial parcels.

Freight House, Inc. owns two separate, but adjacent parcels. This includes a 6.5-acre vehicle storage facility. According to the site feasibility study done by C.E.D. in 1991, outdoor automobile storage is not the highest and best use for this property. The Prema-Watroba parcel (1.28 acres) and the Bedrosian parcel (17,063 s.f.) are vacant. The Bedrosian building was rated "poor" in the 1990 Worthington-Liberty Land Use Study. The Premo-Watroba building was rated "good" in the same report, but has been vacant for a number of years. Clearance of these parcels forms the balance of the reparcelsization. Combined, the parcels form 8.2 acres of land. This, in turn, creates two 4.1-acre parcels. This is a suitable size for industrial development in keeping with recent trends.

The Red Cross building (11,781 s.f.) and the Registry of Motor Vehicles (65,033 s.f.) are the corner parcels. Inclusion of these parcels would add acreage and enhance the anchor concept to the development. Both parcels are zoned Commercial A, which could hinder this prospect.

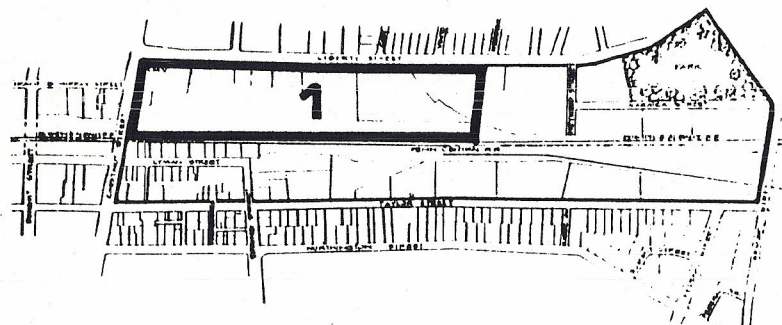
Earl Winer, N. Winer & Son's, now owns two parcels in front of the Freight House property. One is used as a storage facility and office for their dairy products business. The owner has just purchased the adjacent property and are in the process of renovating the building to bring in a new business. Although Winer's property's would be surrounded by the new facility, the business is active and supportive of corridor revitalization. As an integral part of the corridor, care should be taken to retain Winer's viability within the context of new development.



### *Parcel B*

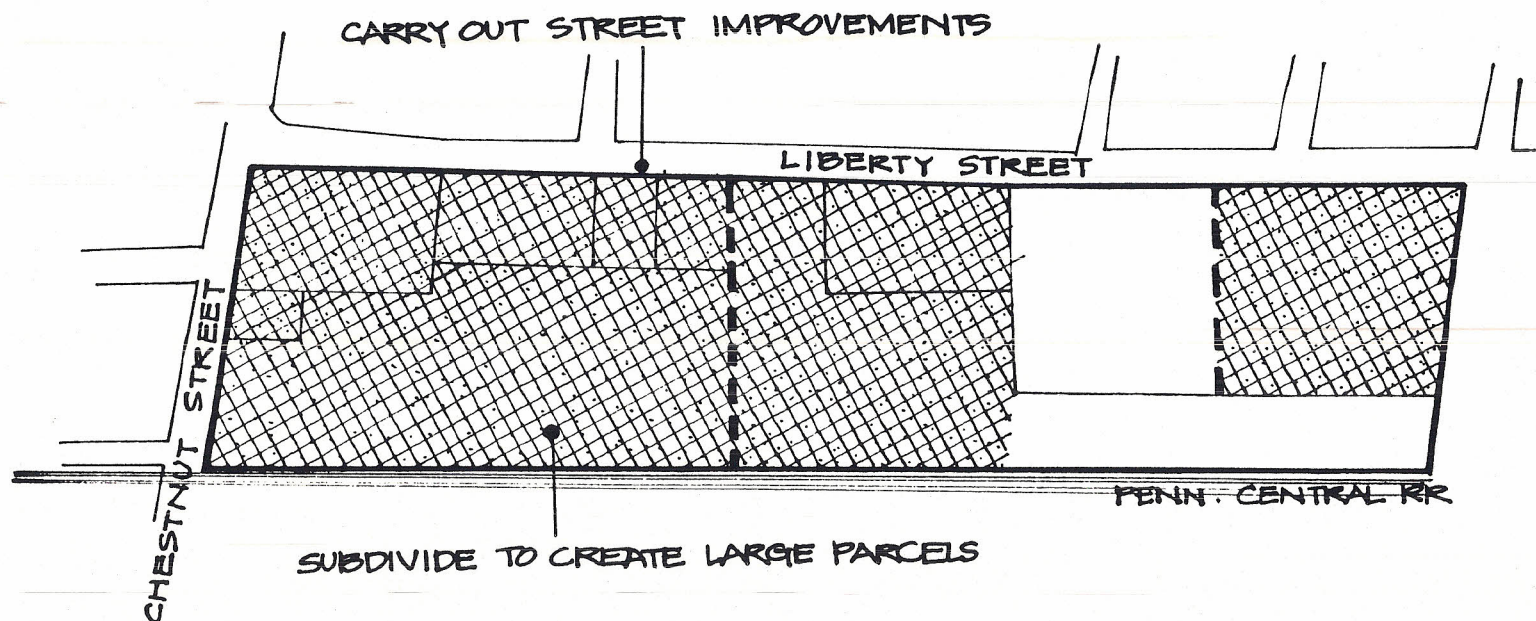
The third is created largely from the Construction Services site. Eastern Electric Supply occupies an odd-shaped 4.7-acre parcel owned by David Weinberg. A sizable portion of the land is underused as it slopes behind the abutting Construction Services building.

The Construction Services building is also underused. According to the owner, the building is in sound condition, but mothballed during the slow economy. Consideration should be given toward "straightening" the boundary between the two properties in order to create a second active industrial parcel. This would entail clearing the Construction Services building.



 PROPOSED AREAS FOR CLEARANCE  
& REPARCELIZATION

 PROPOSED NEW BOUNDARY LINES



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## AREA 1: OPTIONS



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**Figure 5: Area 1 Revitalization, Parcel Information**

	Parcel Address	Owner	Use	Land Area in s.f.	Floor Area in s.f.	Assessed Value 1990	Estimated Current Market Value	Demolition Costs	Condition
1	331 Liberty	Freight House	3	283,140		\$453,000	\$300,000		
2	SS Liberty	Freight House	3	23,660		\$142,000			
3	193-203 Liberty	Freight House	4	14,058	19,590	\$529,300			
4	207-211 Liberty	Winer	1	15,683	27,300	\$454,100	\$150,000	\$20,000	Avg.
5	217-211 Liberty	Bedrosian	4	17,603	12,292	\$210,000	\$100,000	\$10,000	Avg.
6	255 Liberty	Premo-Watroba	4	55,756	9,620	\$337,800	\$215,000	\$15,000	Fair/Avg.
7	285 Liberty	Weinberg	1	204,296	36,360	\$1,350,600			
8	327 Liberty	Emaral	4	101,695	2,154	\$305,500			Avg.

Parcels to be Retained

Parcels to be Cleared

Total			715,891	107,316	\$3,782,300
Total Clearance			495,912	43,656	\$1,977,600
% Clearance			69%	41%	52%

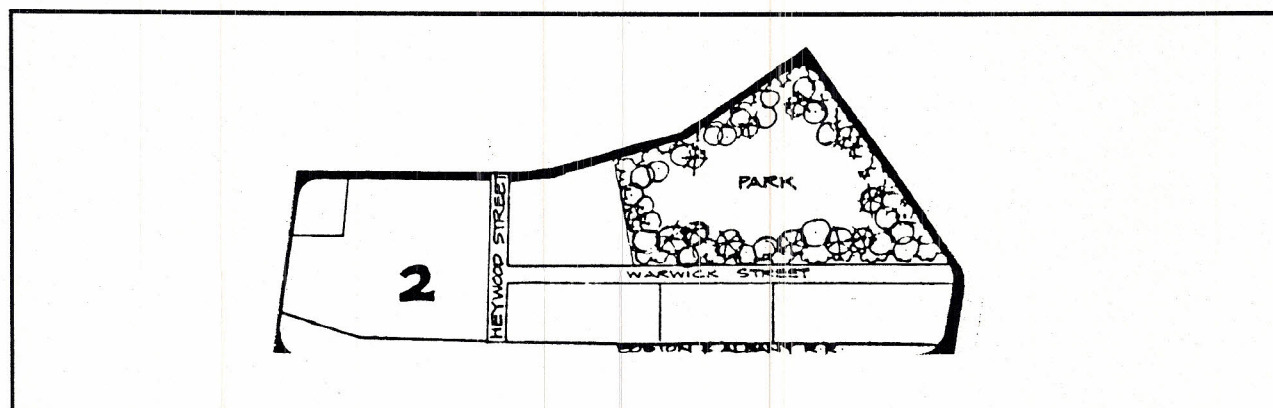
Use Key:

- 1 Manufacturing
- 2 Warehouse
- 3 Outdoor Storage
- 4 Vacant
- 5 Other

Sources:

Springfield Planning Department  
Butova, Crowley and Fitzgerald

## Area 2



Of all four sections, Area 2 holds the most promise for near-term success. The area is characterized by historic structures in active use; a park and ready access to Interstate 291. In order to strengthen this area, consideration should be given to the following:

- Acquisition of the Atlantic States properties at auction;
- Creation of low-cost space in the historic buildings;
- Improved connection between section and park;
- Simple streetscaping;
- Investment in the abutting residential area.

Proposals for Area 2 are illustrated in Figure 6. The breakdown of the revitalization is shown in Figure 7.

### *Acquisition and clearance of Atlantic States*

The future of the Atlantic States properties (357-365; 385-401 Liberty) is in question. The company is bankrupt with banking concerns looking to unload the properties. As it stands now, the two parties, each controlling one of the parcels, are working toward an auction date. A previous auction was postponed.

The site is ideal for new industrial development. Clearance of the two buildings would create a 4.3-acre industrial parcel.

### *Low-cost space in historic structures*

Much of the Cheney-Bigelow complex is currently in active industrial use. Other older buildings on Warwick Street are used as storage facilities. Given the



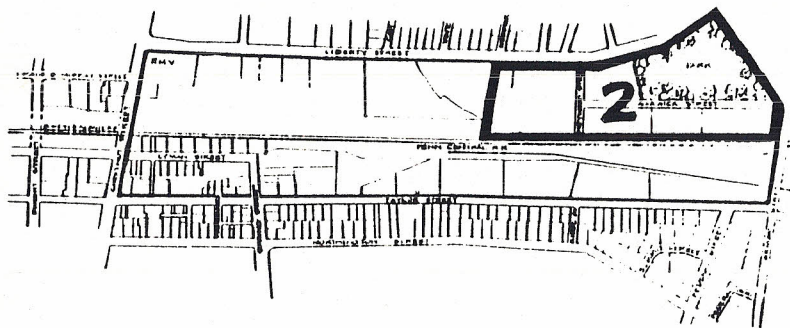
buildings are proposed for National Register listing<sup>1</sup> and the small land area in this section, it is recommended that these buildings remain in their current use. Should space be available in the future, it would be suitable for low-cost, start-up industrial space.

### *Connection with Gurdon Park*

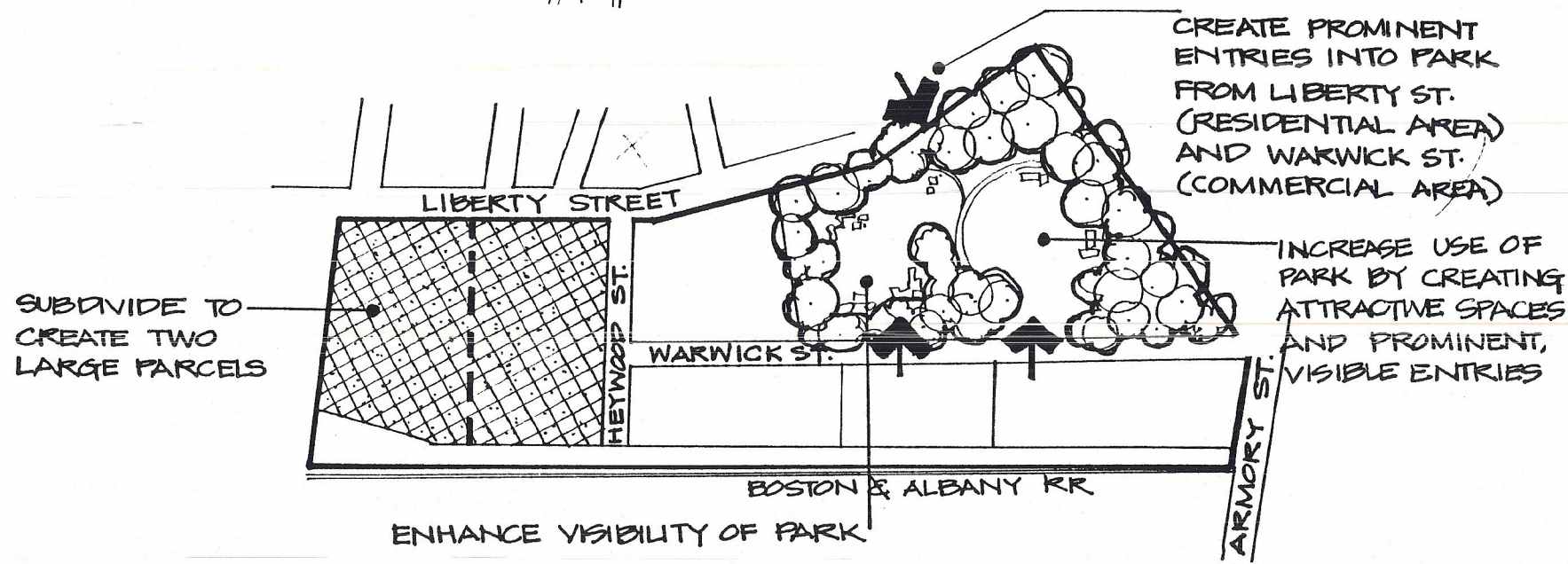
At one time, there was a close link between the park and the neighboring industrial buildings. The situation has deteriorated in part due to the lack of maintenance along the Warwick side. This section must be cleared and opened by removing many of the trees and underbrush that close off the park. Opening the barrier has the support of business owners in that area.

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<sup>1</sup>Source: Springfield Planning Department.  
Liberty-Taylor Industrial Revitalization Plan  
City of Springfield Planning Department



-  PROPOSED AREAS FOR CLEARANCE & REPARCELIZATION
-  PROPOSED NEW BOUNDARY LINES



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## AREA 2: OPTIONS



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**Figure 7: Area 2 Revitalization, Parcel Information**

	Parcel Address	Owner	Use	Land Area in s.f.	Floor Area in s.f.	Assessed Value 1990	Estimated Current Market Value	Demolition Costs	Condition
1	357-365 Liberty	Atlantic States	4	21,255	11,596	\$192,700	\$150,000	\$15,000	Fair
2	385-401 Liberty	Atlantic States	1	167,771	156,140	\$704,000	\$200,000	\$50,000	Poor/Fair
3	417 Liberty	Morin	1	92,820	81,740	\$945,400			
4	35 Heywood	Morin	1	61,333	46,028	\$497,300			
5	45 Warwick	Robbins	5	45,791	66,374	\$951,000			
6	83-95 Warwick	Gurski	2	69,505	36,272	\$807,300			

Parcels to be Retained

Parcels to be Cleared

Total	458,475	398,150	\$4,097,700
Clearance	189,026	167,736	\$896,700
% Clearance	41%	42%	22%

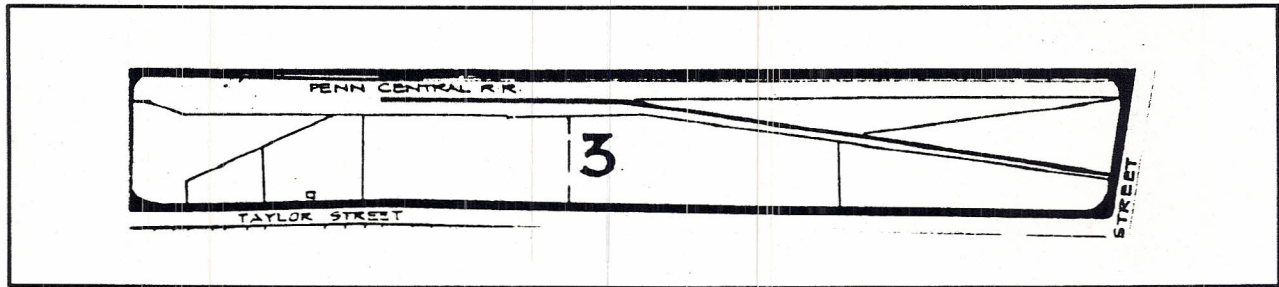
Use Key:

- 1 Manufacturing
- 2 Warehouse
- 3 Outdoor Storage
- 4 Vacant
- 5 Other

Sources:

Springfield Planning Department  
Butova, Crowley and Fitzgerald

### Area 3



A number of revitalization roadblocks are located Area 3, the largest of the four sections. Adjacent residential buildings have been abandoned; hazardous material signs block off one property; and the City owns a large, condemned building in the center of the section.

Each of these concerns must be addressed simultaneously:

- Assessment of hazardous contamination;
- Assessment of the Public Works site;
- Redevelopment or clearance of abandoned Taylor Street housing;
- Simple streetscaping.

There are two viable operations in Area 3 currently: Sprint Communications and Springfield Foodservice. The excess land suitable for development is at the corner of Armory Street and Taylor Street and the Public Works yard.

Proposals for Area 3 are illustrated in Figure 8. The breakdown of the revitalization is shown in Figure 9.

#### *Assessment of Hazardous Contamination*

The only parcel of significant size that is undeveloped is at the corner of Armory, extending to the Sprint property on Taylor. This is the parcel fenced in with warnings of hazardous waste. High levels of PCBs were discovered at the site in 1990.

If the site can be cleaned, the combination of the contaminated 86,248 s.f. and a narrow 51,488 s.f. Springfield Economic Development Corporation-owned parcel in the back would create a 3.2-acre parcel.



There is a large strip of land between the Sprint fence and the contaminated parcel fence that has been neglected by one or both property owners. The City must identify the responsible party to maintain that land.

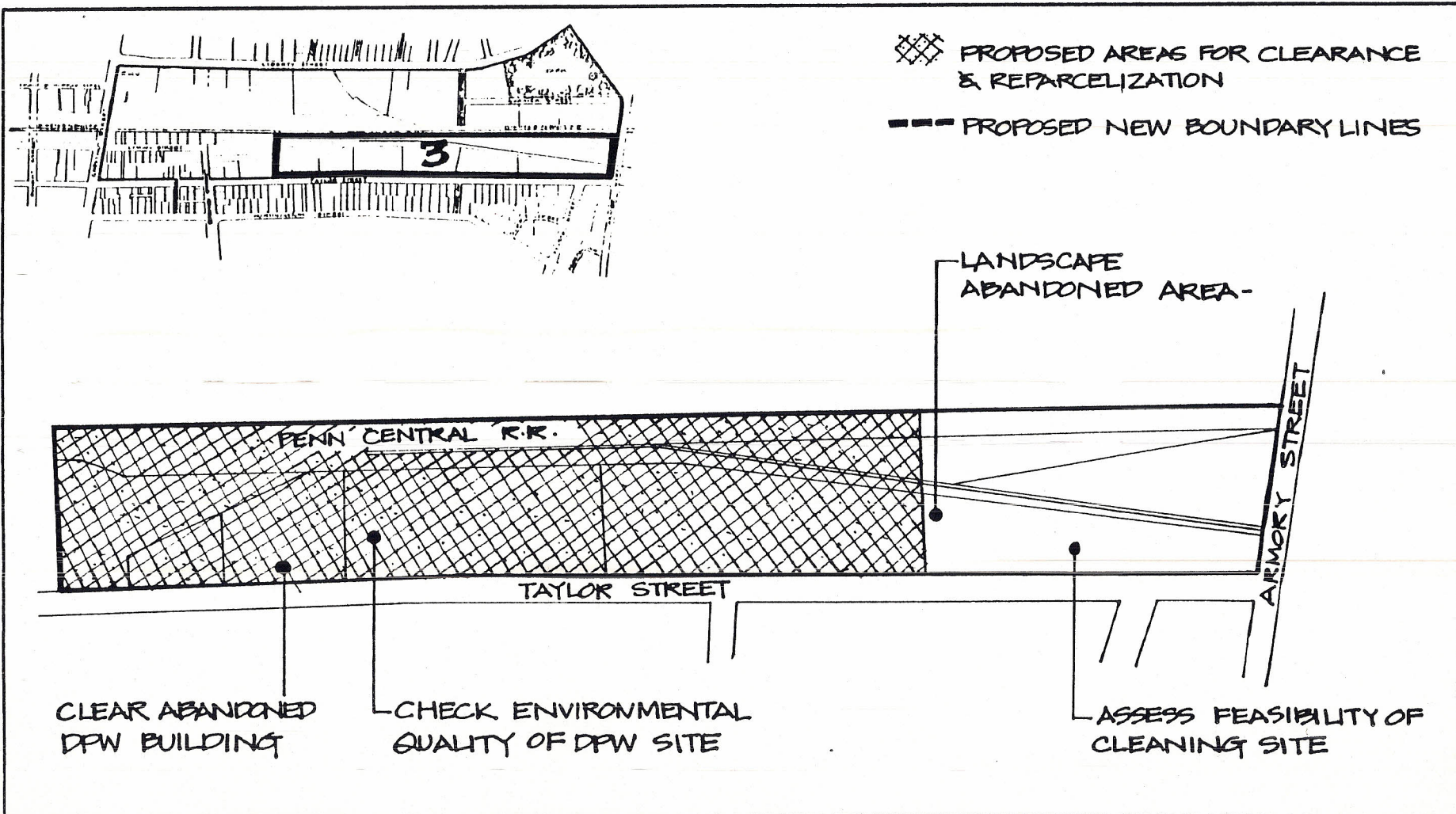
### *The City Yard*

The 5.3-acre public works facility presents another potential industrial site. If a location can be found for these city services, the parcel can become an anchor to the redevelopment of Taylor Street.

At the present time, the property is kept in poor condition. This is due in large part to the 3-story vacant building facing Taylor Street. Whether the site is redeveloped or kept in its present use, the vacant buildings must be cleared and the property maintained.

### *Abutting Residential Land*

There are several blighted, abandoned buildings on the opposite side of Taylor Street. As part of the housing revitalization strategy, these structures are a priority for clearance or rehabilitation.



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## AREA 3: OPTIONS



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**Figure 9: Area 3 Revitalization, Parcel Information**

	Parcel Address	Owner	Use	Land Area in s.f.	Floor Area in s.f.	Assessed Value 1990	Estimated Current Market Value	Demolition Costs	Condition
1	176 Armory	Freedman	5	57,018					
2	NS Taylor	Brosseau	4	86,248		\$77,900			
3	Rear NS Taylor	SEDC	4	51,488					
4	400 Taylor	U.S. Sprint	1	86,764	15,700	\$803,900			
5	NS Taylor	Gambi	1	112,820		\$94,100			
6	340 Taylor	Gambi	1	95,832	46,312	\$986,100			
7	NS Taylor	City of Springfield	5	122,272					
8	262 Taylor	City of Springfield	5	24,396					
9	296-306 Taylor	City of Springfield	5	85,555				\$100,000	

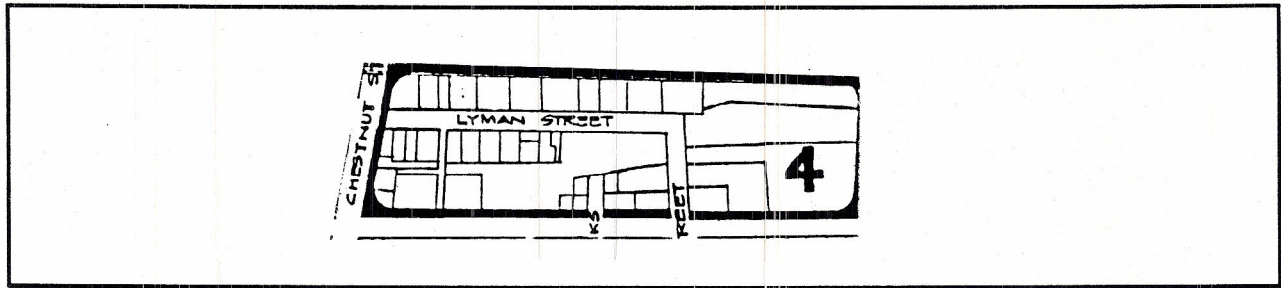
Parcels to be Retained
Parcels to be Cleared

Total	722,393	62,012	\$1,962,000
Total Clearance	232,223	n/a	\$0
% Clearance	32%	n/a	0%

Use Key:  
 1 Manufacturing  
 2 Warehouse  
 3 Outdoor Storage  
 4 Vacant  
 5 Other

Sources:  
 Springfield Planning Department  
 Butova, Crowley and Fitzgerald

## Area 4



This area presents several questions and possible solutions. Although there are many active businesses in the Dwight-Lyman-Taylor-Chestnut corner, many others are underused or in disrepair. For the most part, the parcels are small and the buildings old. One developer sees investment curtailed by the homeless shelter on Taylor Street. Yet, an auto body shop has opened near the shelter just recently.

These apparent contradictions give some indication of the opportunity for this area. What is clear is the area is in need of some form of reinvestment. The scenarios presented here provide the choice of no, moderate or drastic change.

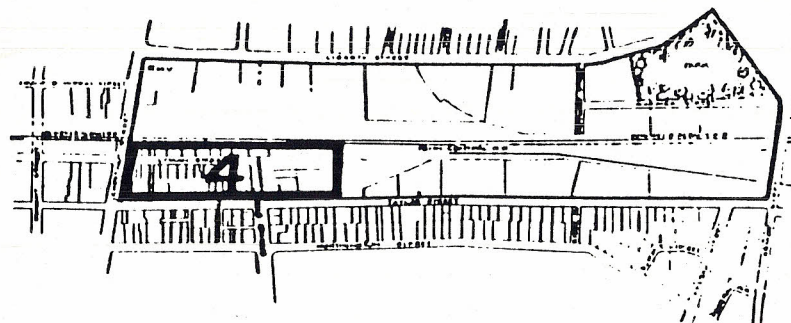
### *No change*

The argument for no change is twofold: 1) the area is in disrepair, but some businesses are still active and 2) there is a demand for inexpensive warehousing space. Despite the presence of some viable businesses, however, the downward spiral is expected to continue. Nearly all the active space on Lyman Street is used for some type of warehousing. Because these uses tend to be less labor-intensive, the area appears abandoned at many times of the day.

### *Moderate change*

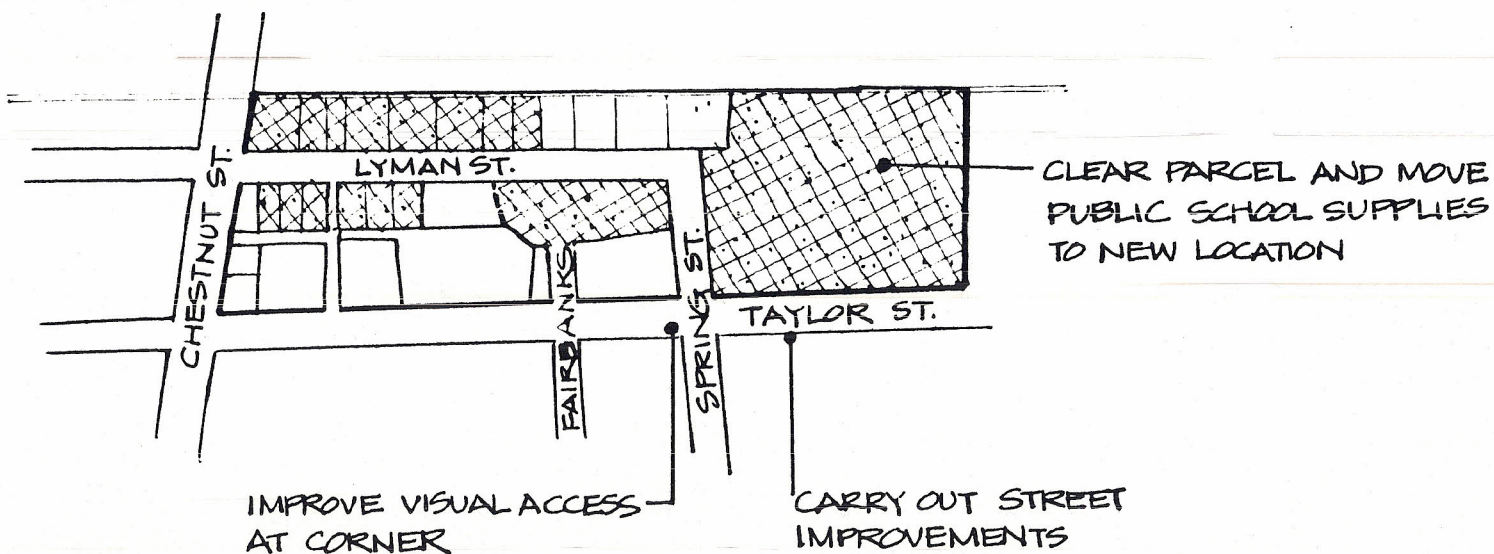
This option involves selecting key parcels for redevelopment. For example, smaller, clustered industrial parcels should be repackaged and cleared for new development. The proposals for moderate change are illustrated in Figure 10. The breakdown is shown in Figure 11. The area would be targeted for new streetscaping and street cleaning in order to make the area more attractive to development.





 PROPOSED AREAS FOR CLEARANCE  
& REPARCELIZATION

 PROPOSED NEW BOUNDARY LINES



## LIBERTY-TAYLOR INDUSTRIAL REVITALIZATION

CITY OF SPRINGFIELD PLANNING DEPARTMENT

Center for Economic Development

University of Massachusetts at Amherst

**AREA 4: OPTION**  
(MODERATE CHANGE)



September 1992



**Figure 11: Area 4 Revitalization, Moderate Change**

	Parcel Address	Owner	Use	Land Area in s.f.	Floor Area in s.f.	Assessed Value 1990	Estimated Current Market Value	Demolition Costs	Condition
1	NS Taylor	Carando	4	13,683		\$34,300			
2	185 Spring	Carando	2	10,356	17,700	\$352,600			
3	ES Spring	Carando	4	24,496		\$325,200			
4	ES Spring	Carando	4	55,321		\$179,600			
5	204 Lyman	Carando	1	9,230	9,035	\$228,600	\$525,000	\$30,000	Avg./Good
6	194 Lyman	Carando	1	8,036	13,500	\$342,900	\$330,000		Avg.
7	NS Lyman	Carando	1	6,376		\$52,400			
8	180-182 Lyman	Carando	1	4,662	17,748	\$116,200	\$50,000	\$10,000	Fair
9	170-172 Lyman	Mazur	2	8,840	49,068	\$579,900	\$100,000	\$30,000	Fair
10	162-168 Lyman	Mazur	2	7,949	51,765	\$656,700	\$100,000	\$30,000	Fair
11	158 Lyman	Mazur	5	3,953		\$57,300			
12	152-156 Lyman	Mazur	5	7,824		\$57,000	\$30,000		
13	NS Lyman	Mazur	5	3,190		\$42,200	(nominal)		
14	NS Lyman	Mazur	5	2,426		\$39,800	(nominal)		
15	NS Lyman	Mazur	5	4,678		\$46,970	(nominal)		
16	139-141 Lyman	Slate	5	5,000	29,750	\$499,800			
17	SS Lyman	Golash	4	4,152		\$43,300			
18	151 Lyman	Golash	4	4,229	4,910	\$117,800			



19	155 Lyman	Golash	4	4,394	12,384	\$225,900			Good
20	157-159 Lyman	M&S Tomato	1	4,269	6,100	\$146,400	\$125,000	\$7,500	Fair/Avg.
21	163 Lyman	M&S Tomato	1	4,169	6,498	\$156,000	\$225,000	\$7,500	Avg.
22	165 Lyman	Reen	5	4,015	2,316	\$110,700	\$85,000	\$5,000	Avg.
23	SS Lyman	Daigle	3	22,841		\$105,100			

Parcels to be Retained
Parcels to be Cleared

Total		224,089	220,774	\$4,516,670
Total Clearance		178,332	135,827	\$2,863,670
% Clearance		80%	62%	63%

Use Key:

- 1 Manufacturing
- 2 Warehouse
- 3 Outdoor Storage
- 4 Vacant
- 5 Other

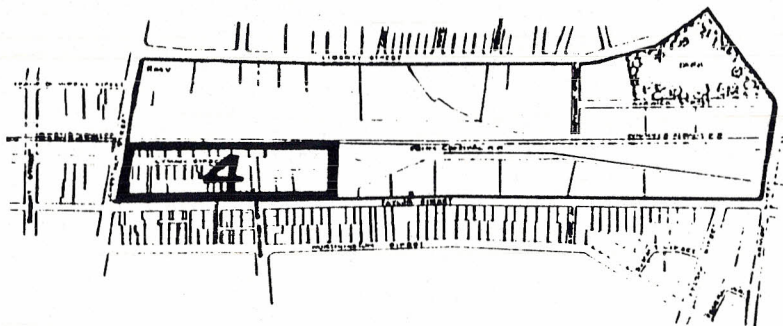
Sources:

Springfield Planning Department  
Butova, Crowley and Fitzgerald

### *Drastic change*

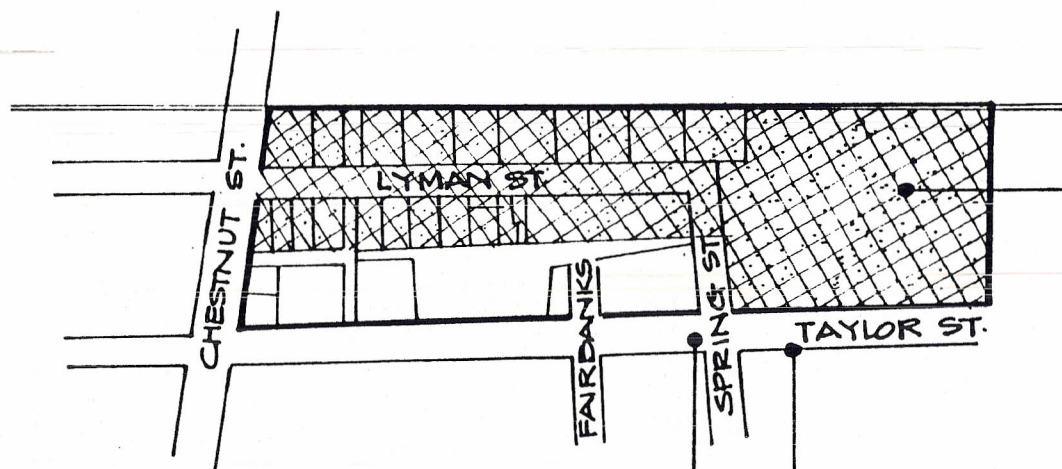
The third alternative is to redevelop the entire Lyman Street block. Full clearance of existing parcels and the elimination of Lyman Street would create approximately one 3-acre industrial parcel. Figure 12 illustrates the scope of a drastic change; Figure 13 shows the breakdown of the redevelopment.





PROPOSED AREAS FOR CLEARANCE  
& REPARCELIZATION

PROPOSED NEW BOUNDARY LINES



MOVE PUBLIC SCHOOL SUPPLIES  
TO NEW LOCATION & CLEAR

IMPROVE VISUAL ACCESS  
AT CORNER

CARRYOUT STREET - SIDEWALK  
IMPROVEMENTS

**LIBERTY-TAYLOR INDUSTRIAL REVITALIZATION**  
CITY OF SPRINGFIELD PLANNING DEPARTMENT  
Center for Economic Development  
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**AREA 4: OPTION**  
(DRASTIC CHANGE)



September 1992



**Figure 13: Area 4 Revitalization, Drastic Change**

	Parcel Address	Owner	Use	Land Area in s.f.	Floor Area in s.f.	Assessed Value 1990	Estimated Current Market Value	Demolition Costs	Condition
1	NS Taylor	Carando	4	13,683		\$34,300			
2	185 Spring	Carando	2	10,356	17,700	\$352,600			
3	ES Spring	Carando	4	24,496		\$325,200			
4	ES Spring	Carando	4	55,321		\$179,600			
5	204 Lyman	Carando	1	9,230	9,035	\$228,600	\$525,000	\$30,000	Avg./Good
6	194 Lyman	Carando	1	8,036	13,500	\$342,900	\$330,000		Avg.
7	NS Lyman	Carando	1	6,376		\$52,400			
8	180-182 Lyman	Carando	1	4,662	17,748	\$116,200	\$50,000	\$10,000	Fair
9	170-172 Lyman	Mazur	2	8,840	49,068	\$579,900	\$100,000	\$30,000	Fair
10	162-168 Lyman	Mazur	2	7,949	51,765	\$656,700	\$100,000	\$30,000	Fair
11	158 Lyman	Mazur	5	3,953		\$57,300			
12	152-156 Lyman	Mazur	5	7,824		\$57,000	\$30,000		
13	NS Lyman	Mazur	5	3,190		\$42,200	(nominal)		
14	NS Lyman	Mazur	5	2,426		\$39,800	(nominal)		
15	NS Lyman	Mazur	5	4,678		\$46,970	(nominal)		
16	139-141 Lyman	Slate	5	5,000	29,750	\$499,800			
17	SS Lyman	Golash	4	4,152		\$43,300			
18	151 Lyman	Golash	4	4,229	4,910	\$117,800			



19	155 Lyman	Golash	4	4,394	12,384	\$225,900			Good
20	157-159 Lyman	M&S Tomato	1	4,269	6,100	\$146,400	\$125,000	\$7,500	Fair/Avg.
21	163 Lyman	M&S Tomato	1	4,169	6,498	\$156,000	\$225,000	\$7,500	Avg.
22	165 Lyman	Reen	5	4,015	2,316	\$110,700	\$85,000	\$5,000	Avg.
23	SS Lyman	Daigle	3	22,841		\$105,100			

Parcels to be Retained

Parcels to be Cleared

Total		224,089	220,774	\$4,516,670
Total Clearance		224,089	220,774	\$4,516,670
% Clearance		100%	100%	100%

Use Key:

- 1 Manufacturing
- 2 Warehouse
- 3 Outdoor Storage
- 4 Vacant
- 5 Other

Sources:

Springfield Planning Department  
Butova, Crowley and Fitzgerald

Note: Figures for parcels on Taylor Street are not available.

### Cost Summary

The anticipated cost for the complete redevelopment of Liberty-Taylor is estimated at \$4.4 million.<sup>2</sup> This figure includes the costs of land acquisition; clearance and site preparation. Other costs, as yet not quantified, include legal services; project administration; and relocation costs. At the same time, income from land resale is also not available.

The costs given are broken down by area in Figure 14

#### Methodology

##### Land Acquisition and Clearance

The market values and demolition costs for many of the properties were provided by appraisers Butova, Crowley and Fitzgerald of Springfield.

##### Site Preparation

These costs were provided by the Warner Bothers Contractors of Sunderland. The costs represent rough estimates for basic loam and seeding.

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<sup>2</sup>The figure assumes a moderate redevelopment of Area 4. Drastic redevelopment of Area 4 would add approximately \$2 million to the cost of the project.



## Figure 14: Cost Summaries

### Area 1

	Address	Owner	Use	Acquisition	Clearance	Site Preparation	Total
1	331 Liberty	Freight House	3	\$300,000	\$0	\$141,570	\$441,570
2	SS Liberty	Freight House	3	\$142,000	\$0	\$11,830	\$153,830
3	193-203 Liberty	Freight House	4	\$529,300	\$7,591	\$7,029	\$543,920
5	217-211 Liberty	Bedrosian	1	\$100,000	\$6,638	\$8,801	\$115,439
6	255 Liberty	Premo-Watroba	4	\$215,000	\$5,195	\$27,878	\$248,073
8	327 Liberty	Emeral	4	\$305,500	\$1,163	\$50,847	\$357,510
<b>Total</b>				<b>\$1,591,800</b>	<b>\$20,587</b>	<b>\$247,955</b>	<b>\$1,860,342</b>

### Area 2

	Address	Owner	Use	Acquisition	Clearance	Site Preparation	Total
1	357-365 Liberty	Atlantic States	4	\$150,000	\$15,000	\$5,798	\$170,798
2	385-401 Liberty	Atlantic States	1	\$200,000	\$50,000	\$78,070	\$328,070
<b>Total</b>				<b>\$350,000</b>	<b>\$65,000</b>	<b>\$83,868</b>	<b>\$498,868</b>

### Area 3

	Address	Owner	Use	Acquisition	Clearance	Site Preparation	Total
7	NS Taylor	City of Springfield	5	\$0	n/a	\$61,136	\$61,136
8	262 Taylor	City of Springfield	5	\$0	n/a	\$12,198	\$12,198
9	296-306 Taylor	City of Springfield	5	\$0	\$100,000	\$42,777	\$142,777
<b>Total</b>					<b>\$100,000</b>	<b>\$116,111</b>	<b>\$216,111</b>

**Area 4, Moderate Change**

	Address	Owner	Use	Acquisition	Clearance	Site Preparation	
1	NS Taylor	Carando	4	\$34,300	\$0	\$6,841	\$41,141
2	185 Spring	Carando	2	\$352,600	\$9,596	\$5,178	\$367,374
3	ES Spring	Carando	4	\$325,200	\$0	\$12,248	\$337,448
4	ES Spring	Carando	4	\$179,600	\$0	\$26,660	\$206,260
9	170-172 Lyman	Mazur	2	\$100,000	\$30,000	\$4,420	\$134,420
10	162-168 Lyman	Mazur	2	\$100,000	\$30,000	\$3,974	\$133,974
11	158 Lyman	Mazur	5	\$57,300	\$0	\$1,976	\$59,276
12	152-156 Lyman	Mazur	5	\$30,000	\$0	\$3,912	\$33,912
13	NS Lyman	Mazur	5	\$5,000	\$0	\$1,595	\$6,595
14	NS Lyman	Mazur	5	\$5,000	\$0	\$1,213	\$6,213
15	NS Lyman	Mazur	5	\$5,000	\$0	\$2,339	\$7,339
17	SS Lyman	Golash	4	\$43,300	\$0	\$2,076	\$45,376
18	151 Lyman	Golash	4	\$117,800	\$2,651	\$2,114	\$122,565
19	155 Lyman	Golash	4	\$225,900	\$6,687	\$2,197	\$234,784
23	SS Lyman	Daigle	3	\$105,100	\$0	\$2,007	\$107,107
<b>Total</b>				<b>\$1,686,100</b>	<b>\$78,935</b>	<b>\$78,750</b>	<b>\$1,843,785</b>



**Area 4, Drastic Change**

	Address	Owner	Use	Acquisition	Clearance	Site Preparation	
1	NS Taylor	Carando	4	\$34,300	\$0	\$6,841	\$41,141
2	185 Spring	Carando	2	\$352,600	\$9,596	\$5,178	\$367,374
3	ES Spring	Carando	4	\$325,200	\$0	\$12,248	\$337,448
4	ES Spring	Carando	4	\$179,600	\$0	\$26,660	\$206,260
5	204 Lyman	Carando	1	\$525,000	\$30,000	\$4,615	\$559,615
6	194 Lyman	Carando	1	\$330,000	\$7,290	\$4,018	\$341,308
7	NS Lyman	Carando	1	\$52,400	\$0	\$3,188	\$55,588
8	180-182 Lyman	Carando	1	\$50,000	\$10,000	\$2,331	\$62,331
9	170-172 Lyman	Mazur	2	\$100,000	\$30,000	\$4,420	\$134,420
10	162-168 Lyman	Mazur	2	\$100,000	\$30,000	\$3,974	\$133,974
11	158 Lyman	Mazur	5	\$57,300	\$0	\$1,976	\$59,276
12	152-156 Lyman	Mazur	5	\$30,000	\$0	\$3,912	\$33,912
13	NS Lyman	Mazur	5	\$5,000	\$0	\$1,595	\$6,595
14	NS Lyman	Mazur	5	\$5,000	\$0	\$1,213	\$6,213
15	NS Lyman	Mazur	5	\$5,000	\$0	\$2,339	\$7,339
16	139-141 Lyman	Slate	5	\$499,800	\$16,065	\$2,500	\$518,365
17	SS Lyman	Golash	4	\$43,300	\$0	\$2,076	\$45,376
18	151 Lyman	Golash	4	\$117,800	\$2,651	\$2,114	\$122,565
19	155 Lyman	Golash	4	\$225,900	\$6,687	\$2,197	\$234,784
20	157-159 Lyman	M&S Tomato	1	\$125,000	\$7,500	\$2,134	\$134,634
21	163 Lyman	M&S Tomato	1	\$225,000	\$7,500	\$2,084	\$234,584
22	165 Lyman	Reen	5	\$85,000	\$5,000	\$2,084	\$92,084
23	SS Lyman	Daigle	3	\$105,100	\$0	\$2,007	\$107,107
<b>Total</b>				<b>\$3,578,300</b>	<b>\$162,290</b>	<b>\$101,704</b>	<b>\$3,842,294</b>

### III. Potential Buildout of the Corridor

The full redevelopment of the Liberty-Taylor corridor could create eight new parcels and add 450,000 s.f. of new industrial space. This, in turn, would increase the number of industrial jobs in Springfield. The benefits to the city's tax base would also be significant.

The Fiscal Impact Analysis (Figure 15) is used in order to understand the narrow fiscal implications of the project. On the one hand the fiscal benefits are outlined. These are then compared to the service costs, based on the cost to service industry city-wide. The impact of the development as it applies to the average homeowner is given in the third step.

The model indicates a tax savings of \$4.50 to the average homeowner. This is based on an estimated revenue of \$501,606 and a service cost of \$382,585. Estimated revenues are over three times higher than current revenues of \$144,138 from these parcels.



## Fiscal Impact of Liberty-Taylor Revitalization

### I. Revenue Generated from Property Tax

A. Total Land (acres)	29.50
Market Value per acre	\$50,000
multiply by the assessment ratio	100%
Land Value	\$1,475,000
B. Total Building (FAR .35)	528,383
Market Value per square foot	\$35
Total Building Value	\$18,493,405
C. Total Market Value of Development	\$19,968,405
multiply by Assessment Ratio	100%
D. Actual Assessed Value	\$19,968,405
multiply by Industrial Tax Rate/\$1,000	\$25.12
C. Estimated Revenue	\$501,606

### II. Service Costs Due to Development

A. Total Tax Levy	\$84,380,559
multiply by service % of tax levy	72.00%
B. Service Share of Tax Levy	\$60,754,002
multiply by Industrial % of all land	10%
C. Service Costs due to Industry	\$6,075,400
divide by Industrial Equalized Value	\$317,095,500
D. Service Cost per Thousand of Equalized Value	\$0.02
multiply by market value	\$19,968,405
E. Service Cost due to development	\$382,585

### III. Change in Tax Rate Resulting from Development

A. Total Revenue from Development	\$501,606
B. Service Costs due to Development subtract total revenue	\$382,585
C. Net Fiscal Gain	\$119,021
D. Total Tax Levy	\$84,380,559
divide by Tax Rate/1000	\$19.15
(Average of all tax rates)	
E. Amount Affecting Tax Rate by One Dollar	\$4,406,295
F. Net Fiscal Gain	\$119,021
divide by amt. affecting tax rate by \$1	
G. Decrease in Tax Rate	\$0.03

### IV. Impact on Average Homeowner

A. Average Value of Home	\$150,000
multiply by current tax rate/1000	\$13.17
B. Annual Tax Payment without Development	\$1,975.50
C. Average Value of Home	\$150,000
multiply by tax rate/1000 after development	\$13.14
D. Annual Tax Payment with Development	\$1,971.00
E. Tax Benefit of Development	\$4.50



## IV. Recommendations

In order to make the redevelopment of Liberty-Taylor a reality, there are four major threads which must come together: 1) An implementation strategy of urban renewal; 2) Industry-only zoning amendments; 3) A design consistency; and 4) A community revitalization plan. With each recommendation a set of action steps is listed. The agencies recommended to carry out the individual threads have been selected based on interviews with numerous potential agencies throughout the city.

### *Implementation Strategy*

The size and cost of the plan necessitates a phased development strategy spread over numerous years. Linchpin developments are selected for the earlier years of implementation.

#### *1-5 Years*

During the first phase, the goal is to develop two key focal points. Both points serve as keys to the areas around them. The first is the Chestnut-Liberty corner. Property owners surrounding the Freight-House parcels are concerned by recent trends. It is crucial, therefore, to take action early on.

The second is the Atlantic States property. The parcels can be acquired through auction. Redevelopment of this property and improvements to Gurdon Park will help to solidify a solid foundation that is already in place.

Preliminary work should begin on the Lyman Street area. Key issues include the viability of existing businesses and a decision on which of the three options presented should be pursued.

It is in this stage that work must begin on stabilizing the surrounding neighborhood and should continue through the life of the project. Stabilization and improvement of the neighborhood is critical to the aforementioned projects.

Street improvements should be made at this stage.

### *6-10 Years*

At this stage, it will be necessary to evaluate the Construction Services parcel. If the building is still in a mothball state or used rarely, consideration should be given to redeveloping the parcel.

Also at this stage, an assessment of the contaminated parcel on the Armory-Taylor corner should be completed. This will determine the prospects for redevelopment. By this time, a clear policy should be set as to the future of the City Yard. Even if the Yard were to remain, steps should be taken to clear vacant structures on the property.

The same holds for storage of school department supplies at the corner of Taylor and Spring. It is hoped a new warehouse can be found, so the building can be cleared or redeveloped for an industrial use.

### *11-15 Years*

By this point, the Lyman Street area should be the focus. It is conceivable that the area's look can be changed dramatically in this decade.

### *Zoning Revisions*

As stated in Section II, the current pyramid zoning structure allows to many non-industrial uses. Future zoning revisions should seek to limit the uses to industry (manufacturing) and industry-serving (day care, parts supply, etc.) businesses.

### *Design*

The Liberty-Taylor Industrial Corridor is an infill, city development. It is not a suburban industrial park. This distinction must be made so to prevent industrial design that ignores the surrounding urban fabric.

For this reason, building design should compliment the nearby downtown office buildings, the local neighborhood and existing businesses. Proposals for general design guidelines are outlined on page 43.



<u>Objective</u>	<u>Tool</u>
A) Encourage street-side density	Maximum setbacks
B) Maintain clean, simply-landscaped parcels	Covenants
C) Minimize visible pavement	Place parking and shipping to rear and sides of the buildings

Figure 16 illustrates some of the recommended design options.

### *Community Renewal Strategy*

The Liberty-Taylor-Worthington area is widely-regarded as one of Springfield's most blighted areas. The reasons or causes for the downward spiral are not unlike those of any other struggling area: low incomes, absentee ownership, disinvestment, vandalism, prostitution and other crimes. Another problem for Liberty-Taylor is its primary association with the Metro Center or Downtown district of the city. Consequently, residential concerns are just one of the numerous center city concerns.

In order for industrial revitalization to occur, the city must invest in the surrounding area. Such an investment is consistent with Springfield's Comprehensive Housing Affordability Strategy (C.H.A.S.) of 1991.

The first priority of the plan is to promote home ownership opportunities for low income first-time buyers with children. According to the plan, 70% of Springfield's two-family homes are owner-occupied. In the two census tracks for Liberty-Taylor, the percentage is dramatically lower, 33%.<sup>3</sup>

The large disparity in figures illustrates how far behind the Liberty-Taylor area is in comparison to other, more residential areas. Linking the goals of industrial development and affordable housing is evident and necessary.

Other steps to be taken in order to stabilize the neighborhood include:

- Added police presence. Business owners have noted repeatedly the flagrant abuse of the law on the street, during daylight hours. This is

<sup>3</sup>Two-family homes in census track 090: 74 out of 215 are owner-occupied (34%); in census track 120, 84 out of 251 (28%) are owner-occupied.



### PARK IMPROVEMENTS

- IMPROVE FACILITIES IN PARK
- SEATING
- PLAY AREAS
- NIGHT LIGHTING, ETC.
- PROMINENT ENTRIES



EXISTING PARK EDGE



### TYPICAL STREET IMPROVEMENTS

- WIDEN SIDEWALK
- PLANT TREES
- INSTALL LIGHTING FIXTURES
- IMPROVE BUILDING ENTRY SPACES



- REMOVE VEGETATION OBSTRUCTING VISIBILITY
- REGRADE TO ENHANCE VISIBILITY
- ADD LIGHTING

**LIBERTY-TAYLOR INDUSTRIAL REVITALIZATION**  
 CITY OF SPRINGFIELD PLANNING DEPARTMENT  
 Center for Economic Development  
 University of Massachusetts at Amherst

## LANDSCAPING RECOMMENDATIONS

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especially discouraging to businesses with a retail trade in-house. Prostitution, drugs and vandalism are target concerns. Preferably, the police presence is on foot, rather than in cars.

- A Clean Program. Before an intensive beautification effort, this is to be an on-going effort to clean the streets, remove the graffiti and mend the fences. As graffiti appears, it is to be removed.

Steps must be taken in order to stabilize both sides of street. This can be accomplished by linking the goals of this plan with those of the Comprehensive Housing Affordability Strategy. The Springfield Redevelopment Authority is charged with implementing the city's C.H.A.S. as it applies to the Liberty, Taylor and Armory area.

Previous Reports Planning  
the Liberty-Taylor Corridor:

Worthington-Liberty Land Use Study: Phase I (Liberty-Taylor) April 1990  
*Springfield Planning Department*

Site Feasibility Study: Liberty St. Industrial Park Fall 1991  
*Center for Economic Development*